

PROPOSED TONNAGE POOL

Managers of Western Roads Try to Organize, but So Far Without Success.

Wool Rates to Be Advanced Dec. 15—Fall illness of N. K. Elliott, a Well-Known Official of the Vandalia Line.

The effort to organize a tonnage pool in the territory of the Western Freight Association and the territory formerly embraced in the Transmissouri Association was resumed at Chicago yesterday when the special committee of managers met and took up the work where it was dropped three weeks ago. The entire day was spent in trying to make a satisfactory application of the pooling scheme to traffic west of the Missouri river. This was found to be the most difficult task that has yet been encountered in connection with the undertaking, as it seemed next to impossible for the roads to agree as to what points should be included under the head of competitive and subject to the proposed division of traffic. The Transmissouri lines claimed more advantages than the lines east of the river were willing to concede, and the Burlington and Missouri road assuming a more arbitrary position than ever before in this respect. When the committee adjourned this evening little or no progress had been made.

N. K. Elliott Fatally Ill.

N. K. Elliott, superintendent of transportation of the Vandalia, is so ill that there is but little hope of his recovery. Last evening telegrams were sent to his home, calling him to his bedside. Mr. Elliott is one of the best-known railroad men in the country, and one of the most popular. He entered the railway service in 1861 as a brakeman on the Cincinnati, Wilmington & Zanesville road; in 1863 he accepted a position with the Adams Express Company as a messenger, but, after a few months, returned to the road he had left as a freight conductor; in 1864 he accepted a similar position on the Indiana Central, now the Indianapolis division of the Pennsylvania line; in 1865 he was promoted to a passenger conductor; in 1869 he became a passenger conductor on the Terre Haute & Indianapolis line; in 1873 he was appointed master of trains on the road, and in 1880 superintendent of transportation, extending his authority over the entire Vandalia system. In all positions he has held he has been a valuable man to the company employing him.

Avoided a Wrangle.

The trunk-line general passenger agents, at their meeting in New York, yesterday, happily avoided a wrangle over cut rates between that city and Chicago because of a timely explanation. The forty-two cut-rate tickets which were placed in the hands of the commissioners on Monday as proof that one railroad company had violated the president's agreement to maintain rates turned out to be exempt from the terms of agreement. They were special-rate tickets issued by the Chicago & North Western road over the Lackawanna for the Columbus festivities last month, and they, therefore, antedated the president's agreement. The general passenger agents, however, resolved that on Dec. 1 they would maintain rates strictly, and the Lackawanna representative promised that his road would not honor any tickets after that date. About twenty applications for special rates for excursion parties were considered and granted favorably. The question of excursion rates to Washington on the occasion of the inauguration was discussed, but not settled.

Wool Rates to Be Advanced Dec. 15. The special tariff adopted last spring on that commodity will be canceled and the full classified rate restored. The special tariff is on the basis of 40 cents per one hundred pounds for compressed wool and 50 cents per one hundred pounds for sack wool, Chicago to New York. This will be advanced to the basis of 45 cents on both compressed and sack wool. At a meeting of the Chicago committee of the Central Traffic Association yesterday it was resolved that, taking effect Dec. 15, all rates on wool contrary to established classification governed by the official classification be abrogated, and that Chairman Blanchard be requested to advise railroads in the interest of this action to the extent of a corresponding advance may be made from all territory. The special wool tariff by way of St. Paul will be abrogated on the same date.

Personal, Local and General.

General Baggage Agent Calkins, of the Big Four line, was in the city yesterday. The management of the Canadian Pacific and its employees have entered into a three years' agreement.

Solon Whitehead has been appointed one of the supervisors of the Washburn, with headquarters at Lafayette.

In the third week of November the Louisville, New Albany & Chicago earned \$59,264, an increase this year of \$7,707.

The Western Passenger Association has under consideration the abolishing of secret ballots in voting on important questions.

General Manager Ramsey and General Superintendent Peck, of the Big Four, will today inspect the new work on the Chicago division.

Kemp Rideney, representing the passenger department of the Louisville & Nashville, is in the city looking after Southern tourist travel.

The business of the Evansville & Terre Haute at Terre Haute has increased that it is rearranging and extending its yard tracks at that point.

F. P. Sargent, grand master of the Brotherhood of Locomotive Firemen, has returned from New York well pleased with the results of his mission.

Judge Bacon, general agent of the Chicago & Rock Island, is in the city, and had his territory extended to include Pittsburg and a number of other points east of here.

The Illinois Central has given notice that hereafter all tickets other than first-class unlimited, between Memphis and New Orleans, will be continuous passage limited.

Superintendent Darlington yesterday had the trainmen who were directly indirectly connected with the accident on the Pennsylvania line at Harvey, last week, before him for an investigation.

E. E. Scrantom, newly appointed general manager of the Lake Erie, Alliance & Northern roads of Ohio, and W. D. Winans general passenger and freight agent of the same roads.

The new train put on by the Pittsburg & Lake Erie and the Lake Shore between Pittsburg and Buffalo makes the run in eight hours, which is one hour quicker than any other line covers the distance.

H. H. Poppleton, of Cleveland, O., solicitor of the Big Four line, is in the city taking depositions in the suit brought against the Big Four for damages in the Eagle creek disaster, which occurred in April, 1891.

Harry Crawford, ex., who has been East several months as one of the attorneys in the Richmond Terminal receivership suit, will shortly come West to look after litigation in connection with the old Indiana Midland affairs.

neither taking the place of the other, which largely increases the expense of protecting trains, but makes their protection practically absolute.

General Roadmaster Morris, of the N. Y. P. & O., will tomorrow leave to take the position of chief engineer of the Erie road proper. It is understood that W. J. McLean, formerly chief engineer of the Bee-Line, will succeed Mr. Morris on the N. Y. P. & O.

"In talking about world's fair rates," said a passenger manager, "it is not a matter of hour trains from New York to Chicago are spoken of in a scornful manner, yet only a few years ago thirty-six-hour trains between these cities were thought to be very luxurious."

Grading has been resumed on the extension of the Chicago & Southeastern road to Brazil. Fifty teams and a hundred men are engaged in the work, and W. J. Moore, general utility man of the road, says the grading will be completed to Brazil by the middle of December.

The rate war is beginning to affect local rates of the roads in the Chicago and Ohio River Traffic Association territory; the Monon, for instance, must sell a ticket from Frankfort to Cincinnati, or the Big Four from Lafayette to Cincinnati, as low as from Chicago to Cincinnati, \$3.50.

The Youngstown Car Manufacturing Company is building several hundred coal cars for the Lake Shore road, equipped with automatic couplers. The company also contracted last week with the Brooks locomotive-works for ten engines, of the ten-wheel type, to be used in passenger service.

Patrick Ryan, roadmaster of the western division of the Chicago & North Western, headquarters at Galien, O., has been on that road since it was built, commencing as a section man. Just after the company was reorganized from the Atlantic & Great Western to the N. Y. P. & O. he was appointed roadmaster of this division.

The closing of the outside ticket offices in the vicinity of the Union Station is again being agitated. The general passenger agents admit that they are but little else than scolding offices, and, therefore, rate demoralizers. Rates are named every day in these offices which an agent in an up-town office would not think of offering or selling a ticket on.

The Hartwell Railway Company, of Georgia, has been placed in the hands of a receiver, Judge Newman, of the United States Court, has issued an order appointing E. B. Benson to take charge of the property, which is a branch of the Richmond & Danville road. The petition for a receiver was in the name of T. J. Libben. The receiver will take charge Dec. 1.

H. M. Mounts yesterday received news from J. B. Safford, formerly with the Monon, now a division superintendent on a Pennsylvania road, stating that his wife had been very ill with diphtheria, and that she died. He said that she died of the disease on Saturday night. The remains will be shipped to Madison for burial as soon as the family is able to accompany them.

The Central Traffic Association has passed resolution defining how much baggage a road will be permitted to carry free. The framers of the resolution seem to have forgotten that the collecting passenger agents make all baggage contracts with theatrical and military companies, and the year 1893 is not far off. When the time comes to make a contract the resolution will by most certainly be disregarded.

W. D. Ewing, formerly with the Mackay line, writes a friend in this city that the Fitchburg road, on which he is superintendent of the eastern division, is doing the heaviest business in its history. It has outgrown its equipment and its track facilities, and the Chicago & North Western is doing the heaviest business in its history. The crowding of freight interferes with the movement of the passenger trains to any surprising extent.

A traffic manager of a road not in the Chicago and Ohio River Traffic Association remarked yesterday that he thought if a road showed an increase in passenger earnings, even if such a fight was in progress, it was nothing to boast of. Said he: "We are an important station on our line to fail, each of us should show an increase in passenger earnings over the corresponding month of the preceding year I should at once investigate and ascertain the cause."

Officers of the rate clerk of the Chicago and Ohio River lines, and of the Chicago Passenger Association, is in progress at Savannah, Ga. The object of the meeting is to establish divisions of winter tourist travel for the season of 1892-93. Yesterday it was definitely settled that all roads south of the Ohio river and all roads north of the Ohio river and all roads west of the Ohio river, showing the divisions of rates from the regular rate-basing points, Cincinnati, Evansville, Louisville and St. Louis.

Judge Bledgett has issued an order in the United States District Court, at Chicago, vacating the judgments in contempt decreed against Charles Counselman and J. C. Calkins, vice-presidents of the Chicago, Burlington & Quincy road, for refusing to answer questions propounded by the grand jury in the interstate cases last year. The judgments were ones of \$50 and \$100, and were entered upon the gentlemen. Judge Bledgett entered the order of vacation on the basis of the decision of the Supreme Court in the Counselman case.

The Pennsylvania Railway Company, as soon as Congress and the local authorities grant permission, will begin a system of improvements in and about Washington, which will cost in the neighborhood of \$2,000,000 before they are completed. The question of reducing the time between New York and Washington to four and one-half hours is an important one to the Pennsylvania officials, and they regard the idea as an entirely practical one. In the pursuit of this end the engineers of the company have been investigating the road, and for some months past extensive alterations have been in progress.

Six of the general officers and eight of the division superintendents of the Big Four commenced as telegraph operators. There are ten chief train-dispatchers on the system who receive \$100 per month, and some 140 agents and telegraph operators at stations on the system who receive from \$25 to \$100 per month, according to the importance of the station. In speaking of this official of the road said that no popular railroad service could be maintained if more promotions than those the telegraphic department. If an operator is bright and disposed to be exact in his work, he soon finds himself advancing in position and salary increasing.

Articles of incorporation were filed yesterday, in the Illinois Secretary of State's office for the St. Paul, Gettysburg & Western Railway Company. The proposed to construct a railroad from a point on the northern line of Illinois, in Jo Daviess county, in a southeasterly direction, crossing over Morgan county, and ending at a point in Fulton county to Peoria, and another branch from the same point, in a southeasterly direction, to a point on the Mississippi river. The principal office will be in Chicago. The capital stock is \$8,000,000, and the incorporators are: John A. Gray and A. C. Atchison, of Lewiston, Ill.; William M. North, of Northbrook, Ill.; E. J. Edwards, of Temple, of Des Moines, Ia.; T. M. Stuart, S. H. Mallory and D. J. Thayer, of Charleston, Ia.

In commenting on the rumor that D. J. Mackey had disposed of his interests in the Evansville roads, with which he has long been connected, the Evansville Journal says: "The principal office proposed of his interest in the roads referred to was probably to transfer his efforts to a wider field of operations. Those who know him best have no idea that he intends retiring from active pursuits. The best years of his life are before him, and there are numerous big railway lines which need the services of just such a man. Finding the solution of the question as to whether or not he has sold the E. & T. H. and the L. & E. St. L. is it gratifying to know that Mr. Mackey is making arrangements to do some extensive building during the coming year in Evansville. He will replace some Main-street stores that have been torn out of date with large modern business structures that will add greatly to the appearance of the city. There is nothing of the old fog about Mr. Mackey."

Puddlers' Wages to Be Reduced. POTTSTOWN, Pa., Nov. 28.—A notice was posted to-day at the works of the Pottstown Iron Company that from Dec. 1st the wages of the puddlers would be reduced from \$1 to \$2.50 per ton. In 1890 \$2.50 per ton was paid at the works to puddlers for the same work that they are now to receive \$2.50 for.

BILIOUSNESS, constipation, torpid liver, piles, cured by Dr. Miles' Nerve Pills. 50¢ per box. Get a sample free. Bates House Pharmacy.

THE READING COMBINE.

Presidents McLeod and Roberts Examined by a Congressional Committee.

PHILADELPHIA, Nov. 28.—The congressional committee to investigate the Reading railroad combine met here this morning. President McLeod, of the Reading company, was the first witness. In answer to a query from Mr. Johnson, Mr. McLeod said that there was no concert of action among the coal-producers the market would quickly become glutted, and it would only be a question of a short time when the financially-strong operators would drive the weaker ones to the wall. The result would be the advance of rates. Mr. McLeod said that many of the individual coal-producers in the anthracite regions were on the verge of bankruptcy when he arranged to buy their coal. Another sufferer by the lack of concert among the coal-producers would be the miner, by the lowering of his wages. Mr. McLeod said, gotten a reasonable profit in the market for its coal, and that it is striving to do. Mr. McLeod explained that the main object of the Reading Railroad Company was to produce as much coal as possible and create the greatest demand for coal for the Reading company, as a body, were receiving \$800,000 more now than in 1891, whether they worked or not.

President Roberts, of the Pennsylvania, was examined, but as he was not conversant with the details of the freight business he was allowed to leave the stand. President Harris, of the Lehigh, said no attempt was made at meetings of the local sales agents to regulate the output of the different companies. He regarded the action of the companies in this or no influence is exercised by the meetings. The committee will meet in New York tomorrow.

CURRENT NEWS NOTES.

Ex-Burgess McLucas has been released from jail at Pittsburg on \$10,000 bail.

Willie Bell, a negro boy, aged fifteen, was hanged at Macon, Ga., yesterday.

C. R. Williams, of Chicago, is alleged to have embezzled \$25,000 from Rand, McNally & Co.

Patrick Egan, United States minister to Chili, will sail from New York to his post of duty tomorrow.

Church, Bills & Co.'s bank, at Ithaca, Mich., closed yesterday. Its deposits amounted to \$30,000.

The spinners of Fall River, Mass., have decided to raise 10 per cent. advance in wages offered by their employers.

Jacob Sinaaschmar became entangled in the wheels of an elevated railway engine at New York and was horribly mangled.

Ex-Senator John J. Ingalls will deliver several lectures in the East by the near future, his first being at Akron, O., Friday night.

Over a million bushels of wheat are stored in warehouses and elevators on various railroads in South Dakota, owing to insufficiency of cars.

At Forker Station, O., on the Chicago & Erie railway, Monday, Mrs. Andrews and Miss Fry were struck by a train. Both received injuries from which they died.

Rev. F. Lambard, pastor of St. Paul's Reformed Church, Baltimore, Md., has resigned. He contemplates entering either the Presbyterian or the Episcopal Church.

Bernard Schafer, a German living in St. Louis, committed suicide Monday. The deed was caused by despondency over the loss of \$3, which he had bet on Harrison's election.

John Noland, who was bitten by a dog, is alleged to have died of hydrophobia after great suffering. He was a young man, and his home was in Cleveland county, North Carolina.

Senator Colquhoun and his wife, both of whom have been suffering from paralysis, at their home in Georgia, are now convalescent. Senator Colquhoun will be in his seat in the Senate in January.

D. J. Mann and wife, who reside near Freeport, Ill., were found dead in bed Monday. Escaping gas from a coal stove caused their demise, and they died in the same room narrowly escaped death.

Frank Garvin, the young newspaper artist who shot and killed his wife, Cora Edgith, at Pittsburg, two days after their marriage, was sentenced Monday to two years' imprisonment in the penitentiary.

The Rev. George J. Breninger, secretary of the United Building and Loan Association, has been sentenced to jail in default of \$2,000 on the charge of embezzling \$1,000 of the association's funds.

Wiley Brooks, eighteen years old, and William McNulty, a fireman, were killed Monday by a steam locomotive at Duluth, Minn. The train was lying at her dock at Duluth, Minn.

A Jack the Ripper is operating among the cows and horses of Columbia, O. Over a dozen animals have fallen victims to the midnight butcher's work. His peculiar methods indicate insanity or brutal ferocity.

Officers of the University of Illinois deny emphatically any knowledge of the advertisements signed by Professor Van Angenbach, which are said to be printed in London, offering for sale degrees in Illinois State University.

Thomas Hays, who was serving a life sentence in Sing Sing for murder in the second degree, has been pardoned by Governor Low, of New York. Hays shot and killed William Delaney, a political speaker, on Sept. 7, 1874.

Edward Cogan, of Chicago, and Tom Ward, of Cincinnati, were engaged in a barroom fight last night at Chicago. Monday night, when the police raided the place. Many of the spectators were captured. Ward escaped, but Cogan was arrested.

Case Younger, from his cell in the Minnesota penitentiary, denies the truth of Rev. William Williams's statement, made in the Texas penitentiary, relative to his membership in the Locusts. He never knew him, and claims he is an impostor seeking notoriety.

Anent the rumored consolidation of the big four breweries, Henry Uihlen, president of the Chicago Brewery Association, says there is nothing to the story whatever, at least, as far as the Schlitz brewery is concerned. Chicago breweries are doing better business than ever, and are not being tempted to join in any such combination.

At Pittsburg Monday Angelo and Joseph Zaphie, Italians, after being sentenced to hang for the murder of Frank Heintz, attempted to dash their heads against the bars of their cell, and were taken to their cells in the county jail. Both men were seriously injured.

South Carolina is the only State in the Union which has no divorce law. A bill has been introduced in the Legislature for the granting of divorces upon the ground of adultery and compelling the husband to pay alimony to the wife. The bill is the work of a party and his wife is unable to pay.

At Mount Carmel, Pa., a crowd of young people was gathered in a store laughing and chatting away, when Thomas Moser, a young man, fired a revolver from his pocket fired through the breast of Miss Mary Wytchke, inflicting a fatal wound. Moser is in custody.

At Independence, Mo., yesterday Prof. T. A. Volstead, a musician, was horsewhipped on the streets by Mrs. Mary Wason, the wife of an optician, whom he is alleged to have slandered. Volstead's wife assisted his assailant by throwing her husband to the pavement and holding him there while Mrs. Wason vigorously applied the lash.

Democratic flat of Pensioners. St. Louis Republic (Dem.) It is at once lamentable and disgraceful that we now have as pensioners nearly a million people, the majority of whom are getting beyond date with large families, and without regard to whether they get it right or not. History presents elsewhere no such case of a nation's waste of money in military commotion of none. No other country since the beginning ever added its labor with such a burden of real or pretended pensioners as we have in these \$35,000,000 pensioners.

Sold in Its Cradle. New York Advertiser. There are 100,000 adult negroes in Mississippi, but under the new disfranchising scheme only about 8,000 were able to vote at the recent election. Mississippi has always been a "Cradle of Civil Liberty," but civil liberty is at this time in the hands of swaddling clothes down there.



SON. "Mother, do you never weary with all your correspondence?"
LYDIA PINKHAM. "No, my son, these letters of confidence bring to me the joy that a mother feels, whose daughter throws her arms around her neck and cries, 'Oh, mother, help me!' The women of the world are my daughters, dear."
SON. "Yes, mother, and they love you."

Lydia Pinkham's private letters from ladies in all parts of the world average one hundred per day, and truly has she been a mother to the race. Suffering women ever seek her in their extremity, and find both a helper and a friend. Correspondents will receive prompt and conscientious answers, and the sympathy of a mother.

LYDIA E. PINKHAM'S VEGETABLE

Is the only Positive Cure and Legitimate Remedy COMPOUND for the peculiar weaknesses and ailments of women. It cures the worst forms of Female Complaints, that Bearing-down Feeling, Weak Back, Falling and Displacement of the Womb, Inflammation, Ovarian Troubles, and all the various diseases of the Female System, and is invaluable to the Change of Life. Dissolves and expels Tumors from the Uterus at an early stage, and checks any tendency to Cancerous Humors. Subdues Faintness, Excitability, Nervous Prostration, Exhaustion, and strengthens and tones the Stomach. Cures Headache, General Debility, Indigestion, etc., and invigorates the whole system. For the cure of Kidney Complaints of either sex, the Compound has no rival.

All Druggists sell it as a standard article, or sent by mail, in form of Pills or Lozenges, on receipt of \$1.00. LYDIA E. PINKHAM MED. CO., LYNN, MASS.

An Illustrated Book, entitled "Guide to Health and Etiquette," by Lydia E. Pinkham, is of great value to ladies. We will present a copy to anyone addressing us with two 2-cent stamps.

The Liebig COMPANY'S



Cattle are reared on their fertile grazing fields in Uruguay, solely to provide prime beef for making the world-famed

Liebig COMPANY'S

Extract of Beef.

Competent chemists supervise every detail, from the care of the cattle and through the processes of manufacture, to the final product, which is to-day, as when first put up by the great chemist, Justus von Liebig.

INCORPORATED THE BEST FOR IMPROVED AND ECONOMIC COOKING. FOR DELICIOUS, REFRESHING BEEF TEA.

None Such

CONDENSED Mince Meat

Makes an every-day convenience of an old-time luxury. Pure and wholesome. Prepared with scrupulous care. Highest award at all Pure Food Expositions. Each package makes two large pies. Avoid imitations—and insist on having the

NONE SUCH BRAND.

MERRELL & SONS, NEW YORK, N. Y.

GENERAL WEATHER BULLETIN.

Forecast for Wednesday.

WASHINGTON, Nov. 29.—For Indiana: Fair; slightly warmer; southeasterly winds.

For Ohio—Generally fair; variable winds.

For Illinois—Fair; warmer south; colder by Thursday morning north; southeasterly winds.

Local Weather Report.

INDIANAPOLIS, NOV. 29.

Time, Bar, Ther., H. R., Wind, Weather, Prec.

7 A. M. 30.30 34 81 East. Cloudy. T. 7 P. M. 30.27 33 80 East. Cloudy. 0.00

Maximum temperature, 36; minimum temperature, 32. The following is a comparative statement of the temperature and precipitation for Nov. 29:

Normal..... 36 0.12

Mean..... 34 0.00

Departure..... -12

Excess or deficiency since Nov. 1..... -1.19 1.24

Excess or deficiency since Jan. 1..... -26 -3.62

C. & R. WAPPELHANS, Local Forecast Officer.

Echo of the Andover Case.

New York Letter. The action of the Plymouth Church in declaring last night not to send any more contributions to the Board of Foreign Missions has created a sensation among church people in this part of the country. The ground taken by the church that because the board requires those it sends out as missionaries to tell the heathen in foreign lands that unless he repents and is saved he will be eternally scorched is the cause of all this. Plymouth believes there is a redemption beyond the grave for those who have not had the benefit of God's word. A number of smaller churches are expected to follow in Plymouth's wake, and then funds will be sent to the Noyes mission, the only one at this time preaching this doctrine.

In the Senate of the Future. The Senator from Nebraska (with emphasis) Mr. President, I move you that the sergeant-at-arms be sent out to bring into the session the member from Kansas and her colleagues from Arkansas. The morning papers contained full reports of a big bargain sale opened to-day, and these members are not in the building.

If you go out early in the morning you may catch rheumatism. Salvation Oil cures it.

Fifty Years Settles It

CONSUMPTION

CAN BE CURED.

If Dr. Schenck's treatment and cure of Consumption were so nothing new and untold, people might doubt, but what has proved itself through a record as old as our grandfathers, means just what it is.

A Specific for Consumption and for all diseases of the Lungs. No treatment in the world can be so successful as the cure of Consumption to its credit as Dr. Schenck's. Nothing in Nature acts so directly and effectively on the lung membranes and tissues, and so quickly disposes of tubercles, congestion, inflammation, colds, coughs and all the seeds of Consumption as

Dr. Schenck's Pulmonic Syrup

When all else fails it comes to the rescue. Not only it fails, and only after faithful trial, should any one despair. It has brought the hopeless to life and health. It has turned the despair of ten thousand homes into joy. It is doing it now. It will continue to do it through the ages. Dr. Schenck's Pulmonic Syrup is a specific for Consumption, Liver and Stomach Disease, and for all the seeds of Consumption.

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We have secured absolute control from the Manufacturers for the sale of

TANSILL'S PUNCH 5¢

In the city of Indianapolis.

F. WILL PANTZER, Bates House Drug Store (Open all night).

POMEROY & HUDER, 50 N. Pennsylvania St., opp. P. O.

FRED BRANDT, 44 W. Washington St.

GEO. W. SLOAN, 22 W. Washington St.

SHORT, THE DRUGGIST, 44 S. Illinois St., opp. Grand Union Hotel.

J. W. BRYAN, Cor. Illinois and Jackson, opp. Union Depot.

H. C. RAFFENSPERGER, S. W. Cor. S. and East Sts.

CHAS. H. SCHAD, 344 E. Washington St.

I. L. KLINGENSMITH, 602 College Ave., N. W. Cor.

L. S. STOCKMAN, 251 N. Illinois St.

F. ERMELMEYER, 489 N. Jersey St.

FRANK H. CARTER, 300 Massachusetts Ave., S. W. Cor. St. Clair St.

With every fifty cents' worth of "TANSILL'S PUNCH" purchased from us, you will give you two ONE PACKAGE of first-class PLAYING CARDS. "TANSILL'S PUNCH" is guaranteed to be the best five-cent cigar made.

THE R. W. TANSILL CO., Manufacturers.